CECIL FIELD
JUNE 2012 CQ DETACHMENT

CNATRA OIC:	**CDR Darren "Dieter" Guenther**	**VT-22 CO**
OIC (Ship):	**LtCol Scott "Shoe" Schoeman** **CDR Gary "Hutt" Huss**	**VT-22**
AOIC:	**LT Geoff "Chainsaw" Dick** **LT Gregory "Lee Harvey" Brant**	**VT-22**
TW1 OIC:	**CDR Steve "Wipe" Delanty**	**VT-7 CO**
TW1 AOIC:	**LT Peter "McD" Zettel**	**VT-7**

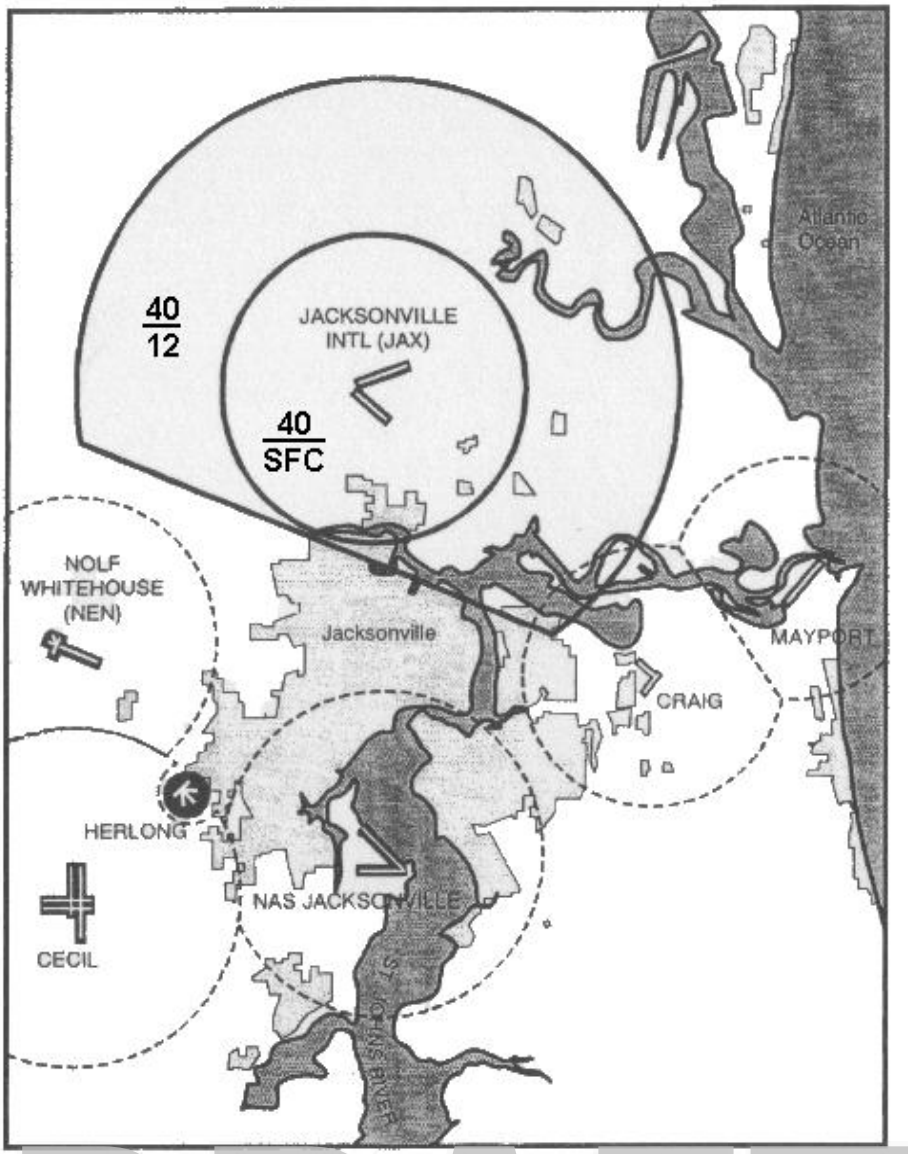
CNATRA RR	904-854-7201	OIC CELL	361-438-7330
CNATRA MAINT	904-854-7200 x14	AOIC CELL	850-529-9718
CNATRA GATE CODE	1 + 5 + 3		
FAA	904-741-0767	CVN75 AirOps CVN75 StkOps	757-443-7576 757-443-7566
KNRB BASE OPS	904-270-6130		
CECIL TOWER	904-779-1170		
CECIL FBO	904-317-6550		
CECIL FIRE	904-573-3180		

NAS JAX PHONE LIST (904)-542-XXXX DSN 942

AMBULANCE	2423	HAZMAT	3129
BASE OPS	2511	LOX/N2	3818
BEQ	8195	MAIN GATE	4530
BOQ	3138/9	MEDICAL	3500
COMM CTR	3308	ODO	2338
CO/XO	2334/6	OPERATOR	2345
FIRE	2451	SEALORD	2250
FLIGHT PLAN FILE	2517	SECURITY	2663
FUEL FARM	3906	TRANSIENT LINE	3843
GROUND ELC	2539	TERMINAL	3825
GSE	2450	WX	2535

COMMANDS	DSN	COMM	MISC	COMM
NAS KINGSVILLE	876	(361)-516	HOLIDAY INN	904-264-9513
TW-2	876-6470		HILTON GARDEN INN	904-458-1577
VT-21	876-6440		ENTERPRISE	904-772-7007
VT-22	876-4084		HERTZ	904-272-2338
NAS MERIDIAN	637	(601)-679	**NOLF WHITEHOUSE**	
TW-1	637-2706		TOWER	904-786-3947
VT-7	637-2321		LSO SHACK	904-781-4961
VT-9	637-2330		CRASH/FIRE STATION	904-786-7073

JACKSONVILLE OPERATING AREA



OPS / STAN NOTES

(Refer to CNATRA CQ instruction 3740.9D for more detailed information.)

1. **GENERAL:**
   a. Call signs are "Charlie-Delta" plus 3-digit side number (CD xxx) with ATC, and side number only with the carrier.
   b. Brief times are 2.5 hours prior to takeoff for SNA's. Mandatory for all participants to be present at briefs (including lead safes)
   c. 3.5 hours in the cockpit max on any one flight.
   d. 2 flights / 3 man-ups max per day.
   e. 6 traps max per day (waiverable to 10 traps by CNATRA LSO).
   f. 12-hour crew rest ashore. 10-hour crew rest aboard CV.

2. **WX GUIDELINES**: A defined horizon is required for student CQ training. Lead safes must provide recommendations to the carrier when weather status changes.
   a. Launch airfield must be VFR (waiverable by Det OIC) down to 500' ceilings and 2NM visibility (500/2).
   b. Divert field must be VFR (non-waiverable)
   c. En route must be VFR or VFR-on-top up to max of 15,000' MSL transit altitude.
   d. Carrier weather must be 3000' ceilings and 5NM visibility (3000/5) to operate Case I. Case II weather down to 1500/5. Minimum ceiling of 1500' and 5NM, waiverable to 1000/5 with carrier CO's approval and max 4 aircraft in the pattern.
   e. Do not penetrate IMC with more than 2 aircraft.

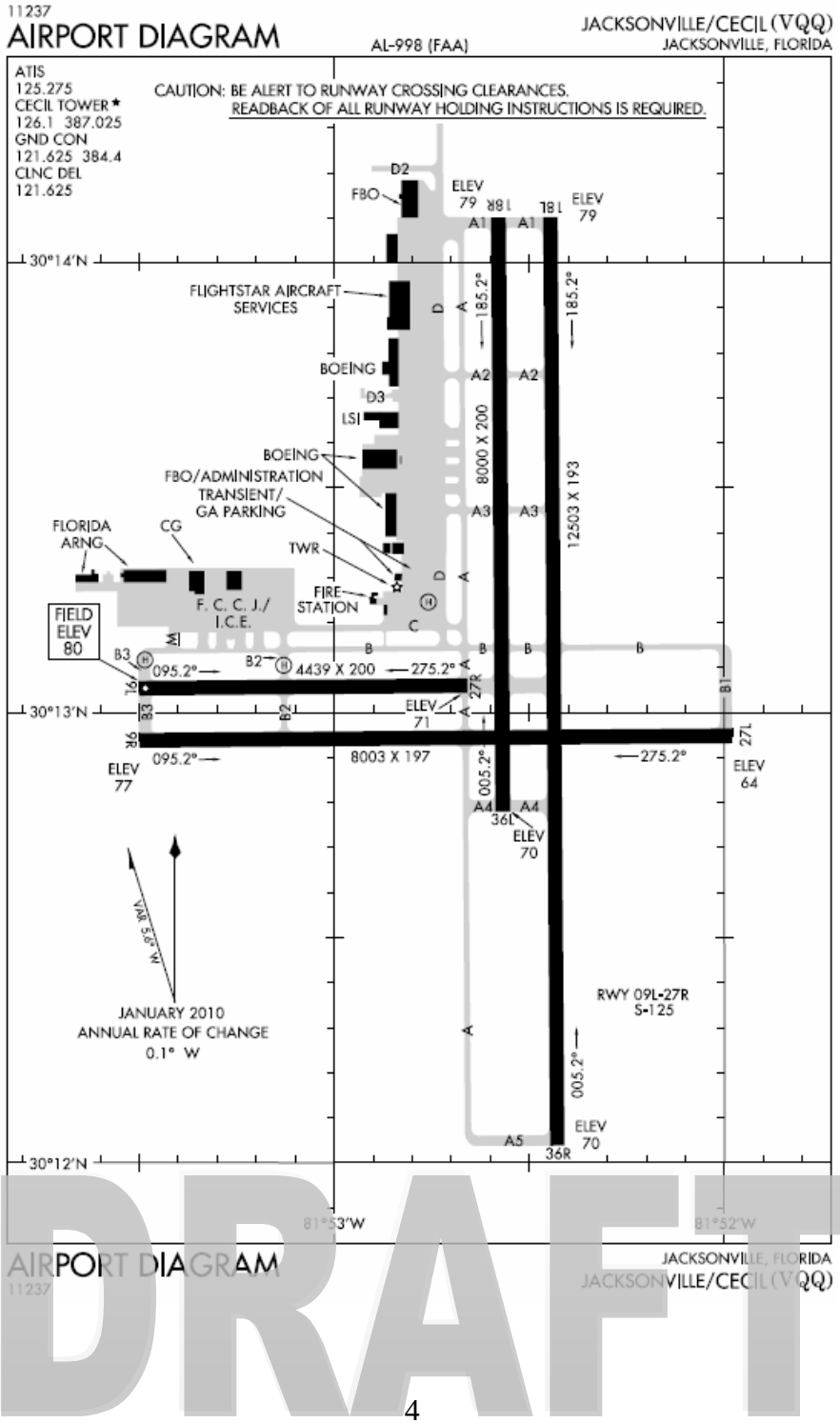
3. **FUEL GUIDELINES:**
   a. SNA hold down is tower dictated to a minimum of bingo +300.
   b. Minimum fuel for launch on a normal divert for SNA is bingo for the divert field +600.
   c. Max distance to bingo field is 120NM.

4. **TAXI INTERVAL:**
   a. Cecil Field: T-45 – 300' on centerline.
   b. NAS Jacksonville: Comply with Wing or Squadron SOP.

5. **PRIOR TO SHUTDOWN:** Call CNATRA BASE with aircraft side number (all three digits) and status (up/down).

6. **AFTER SHUTDOWN:** Complete paperwork in MAINT CONTROL, pass flight time traps, touch-and-go's, and bolters to SDO in ready room. Do not depart ready room until your status is known, you have debriefed with your LSO, and you know your expected schedule the following day.

CECIL FIELD DIAGRAM



CODED STEREO ROUTES

CODE	ROUTE AND PROFILE
	For T-45 Aircraft
CNATRA 1	VQQ REQ 150 NIP090040 W-158A (D2+30) RTB: REQ 100 VQQ
CNATRA 2	VQQ REQ 150 CRG V1 STARY W-157A (D1+30) RTB: SUBER VQQ
CNATRA 3 (SNOOC)	NIP REQ 050 NIP096036 W-158A (D0+15) RTB: NIP096036 NIP
CNATRA 4 (JAWSS)	NIP REQ 050 NIP080047 W-158A (D0+15) RTB: NIP080047 NIP
CNATRA 5	VQQ REQ 020 NEN (D1+00) RTB: REQ 030 VQQ
CNATRA 6	VQQ REQ 150 NIP080049 W157A (DELAY 2+30) REQ 100 VQQ
CNATRA 7	NRB REQ 040 CRG NIP (D1+30) RTB: REQ 050 CRG NRB
CNATRA 8	NRB REQ 040 CRG NEN (D1+30) RTB: REQ 050 CRG NRB
CNATRA 9	NRB REQ 040 VRG VQQ (D1+30) RTB: REQ 050 CRG NRB
CNATRA 10	NRB REQ 150 NIP080049 W157A (D2+30) RTB: REQ 100 NRB
CNATRA 11	NRB REQ 150 NIP090040 W158A (D2+30) RTB: REQ 100 NRB

NOTES

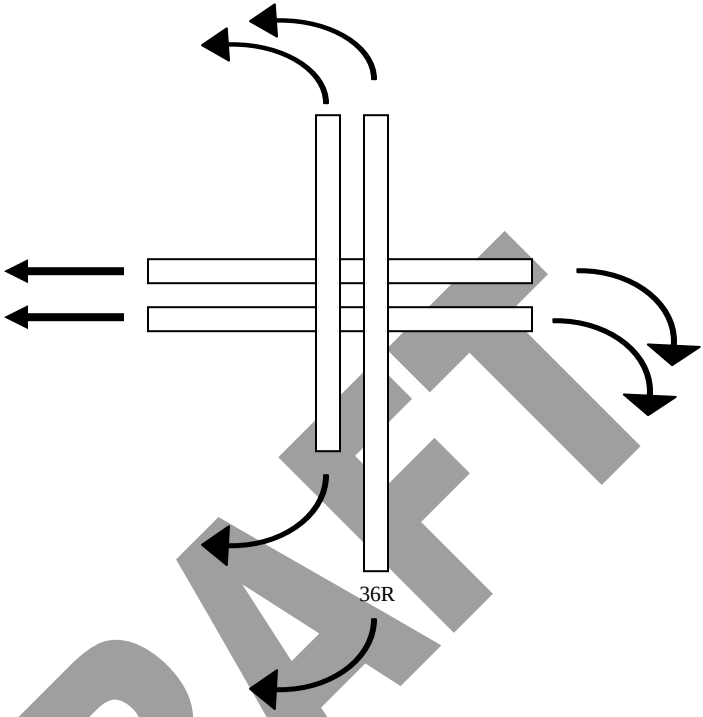
1. Local coded route flight plans should be filed with NAS Jax Base Ops prior to proposed departure time. ***SDO file by telephone, (904)542-2511 or 2517.***
2. Call signs are "Charlie-Delta" plus 3-digit side number (CD xxx) with ATC, and side number only with the carrier.
3. Flight lead reports wingman call signs to Ground Control and SEALORD.
4. To avoid confusion, coded flight routes are spelled "CNATRA" here. However, ATC created the routes and spelled them as "CINTRA". Pronunciation and usage are the same.

WX RECCE PROCEDURES

It is recommended but not required that the WX Recce be in a Charlie model aircraft to ensure accurate winds aloft data.

1. As soon as possible after becoming airborne, determine bearing and range to the boat from Cecil field and radio that information back to base. If unable to contact base, have Cecil tower pass the info to the SDO's via landline.
2. Overfly Divert. Ensure divert runway is clear and usable and determine range from divert to CV. Calculate bingo altitude for that range.
3. Climb to bingo profile altitude to determine winds aloft.
4. Note all weather between divert and CV. Guidelines:
    a. Launch airfield must be VFR waiverable down to 500' ceilings and 2NM visibility (500/2).
    b. Divert field must be VFR
    c. En route must be VFR or VFR-on-top up to max of 15,000' MSL transit altitude.
    d. Carrier weather must be 3000' ceilings and 5NM visibility (3000/5) to operate Case I. Case II weather down to 1500/5. Minimum ceiling of 1500' and 5NM, waiverable to 1000/5 with carrier CO's approval and max 4 aircraft in the pattern.
5. Give the following information to Tower:
    a. Divert, enroute, and overhead WX.
    b. Case I/II recommendation.
    c. Winds aloft; sea level and bingo profile altitude.

CECIL FIELD DEPARTURE PROCEDURES



1. **GENERAL:**
   a. Contact VQQ Ground for clearance. Advise number in flight. Use CD call sign with ground and tower.
   b. Acknowledge all hold-short instructions.
   c. Reduced runway separation: 1,500' min separation between similar aircraft.
   d. Field elevation: 81' MSL. Coordinates: N 30° 13.0', W 081° 52.0'

NOTE: JAX International 18 NM northeast. Remain south of the NIP R320 (CRG R290) to avoid JAX Class B airspace 13 NM to the north.

CAUTION: HERLONG AIRFIELD (UNCONTROLLED) 5 NM TO THE NORTH-EAST. NUMEROUS CIVILIAN AIRCRAFT, GLIDERS, AND PARACHUTISTS OPERATE IN THE VICINITY OF HERLONG AIRFIELD

2. **DEPARTURES – ALL RUNWAYS:** Make left or right turn out as directed by VQQ tower. Expect turn to heading of 270 degrees. Climb and maintain appropriate altitude as outlined below.

   a. **IFR departures:** Climb and maintain 2000' MSL. Fly appropriate coded route. Switch to JAX approach when directed by VQQ tower. Expect radar vectors on course, altitude as assigned or as filed.

   b. VFR departures: Climb to appropriate VFR altitude. If proceeding to NEN, reference NOLF Whitehouse procedures.

3. **ARRIVALS – ALL RUNWAYS:** On initial contact with JAX approach, report ATIS information received and make appropriate entry request (overhead, visual straight-in, ASR, VOR, ILS). For overhead or visual straight-in, expect descent to 3000' MSL. Report when Cecil in sight. With no traffic conflict, expect to switch to VQQ tower. Do not descend below 3000' MSL until cleared by VQQ tower.

   a. Normal Initial: Report a 5 NM initial at 1500' MSL on extended runway centerline. Expect clearance to break at the numbers. Advise tower if midfield or upwind break is desired. Expect left break and left traffic, unless otherwise advised.

   b. Short Initial: A short initial (3 NM) may be requested or assigned by VQQ tower. When cleared for the short initial, report 3 NM on extended runway centerline. Maintain 1500' MSL until cleared by tower.

   c. Visual Straight-in: Report 5 NM final at 1500' MSL on extended centerline, in the dirty configuration. Maintain 1500' MSL until cleared by tower.

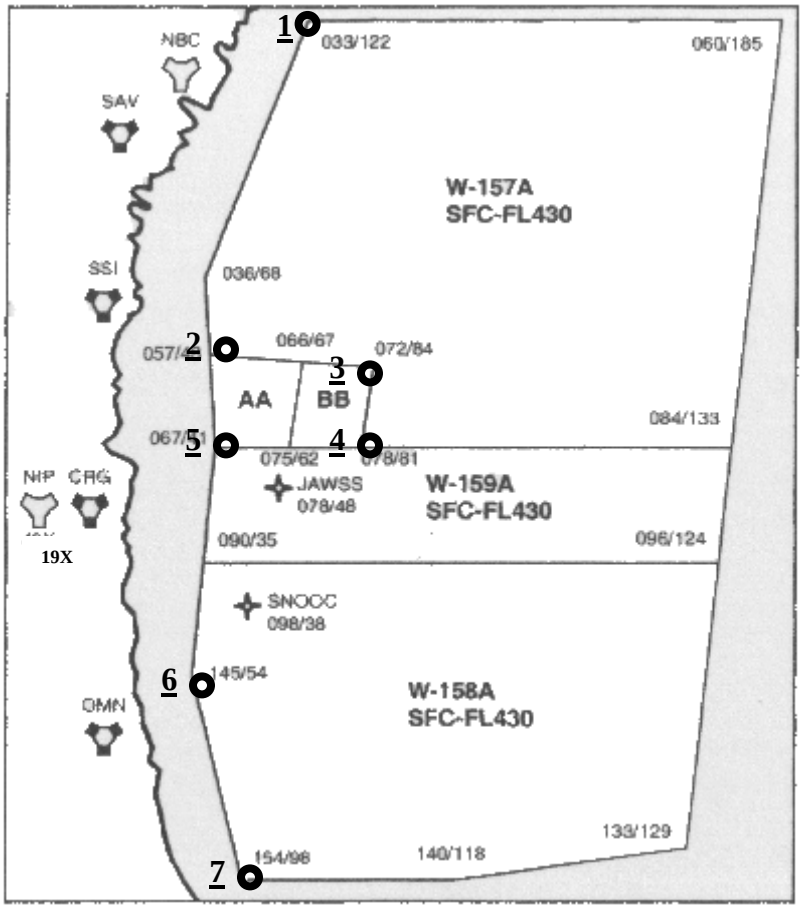
4. **TRAFFIC PATTERN:** normal break altitude is 1500' MSL, descending to 1000' MSL on the downwind. Line up on pattern side of duals so as not to break over the runway (max offset 500' laterally). Low break may requested. Low break altitude is 1000' MSL. Expect clearance to low break altitude inside of 3NM.

JACKSONVILLE OPERATING AREAS (CTW-1)

SEALORD North (W-157A/159) 284.5
SEALORD South (W-158A) 267.5

NOTES:

1. All TACAN cuts from **NIP CH 19X**.
2. Contact SEALORD 5 minutes prior to departing W-area for activation of the IFR portion of your flight plan.
3. Contact SEALORD for status of AA / BB GUNEX area.



T-45C RECOMMENDED WAYPOINT PLAN (MDL PAGE 13)

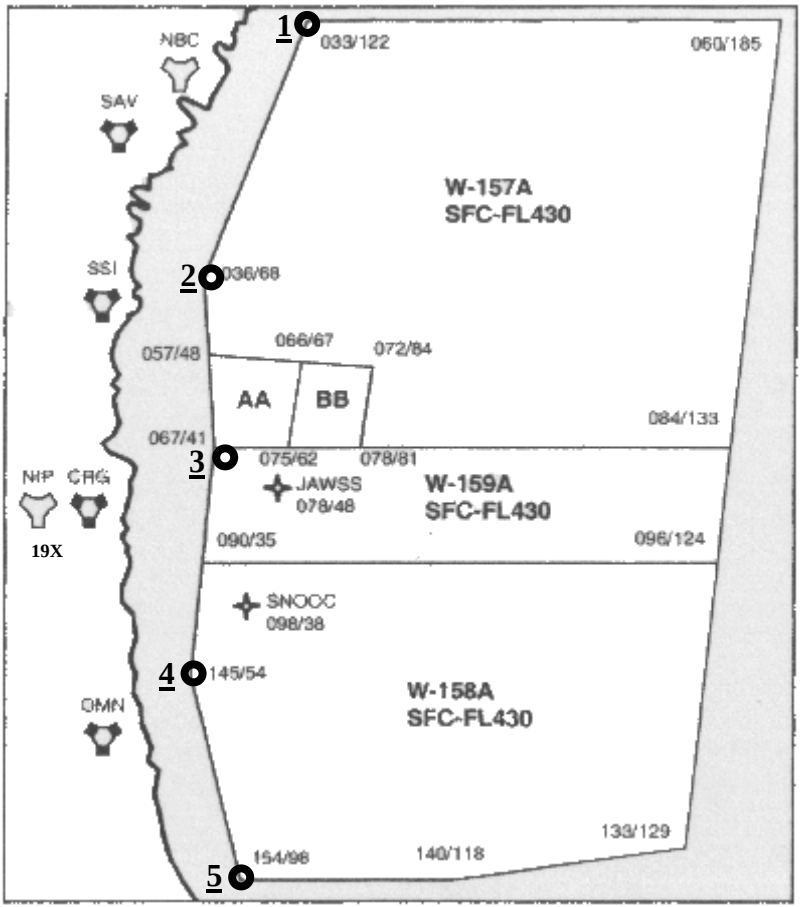
1	W1	6	W6	SEQ PLAN
2	W2	7	SNOOC	1-2-3-4-5-6
3	W3	8	JAWSS	
4	W4	9	KVQQ	
5	W5	10	KNRB (or primary divert)	

JACKSONVILLE OPERATING AREAS (CTW-2)

SEALORD North (W-157A/159) 284.5
SEALORD South (W-158A) 267.5

NOTES:

1. All TACAN cuts from **NIP CH 19X**.
2. Contact SEALORD 5 minutes prior to departing W-area for activation of the IFR portion of your flight plan.
3. Contact SEALORD for status of AA / BB GUNEX area.



T-45C RECOMMENDED WAYPOINT PLAN (MDL PAGE 12)

1	158C2	6	SNOOC	SEQ PLAN
2	158C3	7	JAWSS	1-2-3-4-5
3	158C4	8	KNIP	
4	158C5	9	KVQQ (also WYPT 0)*	
5	158C6	10	KNRB (or applicable divert)	

***If alignment started at VQQ**

ENROUTE / CV PROCEDURES FEET WET CHECKLIST

1. Field / Carrier switch – FIELD
2. Anti-skid switch – OFF
3. All exterior lights – OFF
4. BOX INS

FEET DRY CHECKLIST

1. Anti-skid switch – ON
2. Exterior lights – ON
3. BOX HYBD

HOT SWITCH CHECKLIST

1. Seats – SAFE
2. Parking brake – SET
3. Aircraft – CHOCKED
4. NWS – OFF
5. GINA / Electronic equipment – REMAINS ON
6. Harness – LOOSENED, STRAPS OFF
7. Cockpit – CHECK FOR FOD
8. Throttle – IDLE, FULL FRICTION APPLIED (if both cockpits unmanned)
9. Port engine intake – FOD SCREEN IN PLACE
10. Canopy – OPEN (on signal from P/C)

RON ABOARD SHIP: Last overheads can expect to RON. Always be prepared with an overnight bag. After shutdown, maintenance rep will escort you off the flight deck. Proceed to CNATRA ready room. Muster with the SDO and receive billeting instructions. Pay mess bill / room bill prior to RTB.

RTB FROM CV

1. Wingman returning as singles; use own "CD xxx" call sign.
2. Contact CV departure (BTN 2) once clear of the landing pattern.
3. Climb to 10,000' MSL and turn west. Remain outside the 10NM circle around the carrier.
4. Proceed to SNOOC (if south of NIP R090) or JAWSS (if north of NIP R090).
5. Hold at SNOOC or JAWSS until contact established with SEALORD.
6. Contact SEALORD as soon as possible to activate RTB flight plan, but no later than 40 DME east of NIP, unless emergency dictates.

   CAUTION:
   DO NOT DEPART WARNING AREA WITHOUT CLEARANCE FROM SEALORD UNLESS EMERGENCY AIRCRAFT. FAILURE TO COMPLY MAY RESULT IN FAA VIOLATION.

7. Maintain positive lookout for other aircraft entering / exiting warning area.
8. Expect radar vectors for sequencing into JAX approach airspace. Maintain 250KIAS

JACKSONVILLE, FLORIDA — AL-998 (FAA) — 11237

ILS or LOC RWY 36R

JACKSONVILLE/ CECIL (VQQ)

LOC/DME I-VQQ	APP CRS	Rwy ldg	12503
109.5	005°	THRE	70
Chan 32		Apt Elev	80

▽ Circling to Rwy 18L NA at night. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA/MDA 60 feet.
△ Increase S-LOC 36R and Circling Cats C, D, E visibility ¼ mile.
For inoperative MALSR, increase S-ILS 36R Cat E visibility to ¾ and increase S-LOC 36R Cats C, D, E visibility to 1¼. DME or radar required.
VDP NA with Jacksonville Intl altimeter setting.

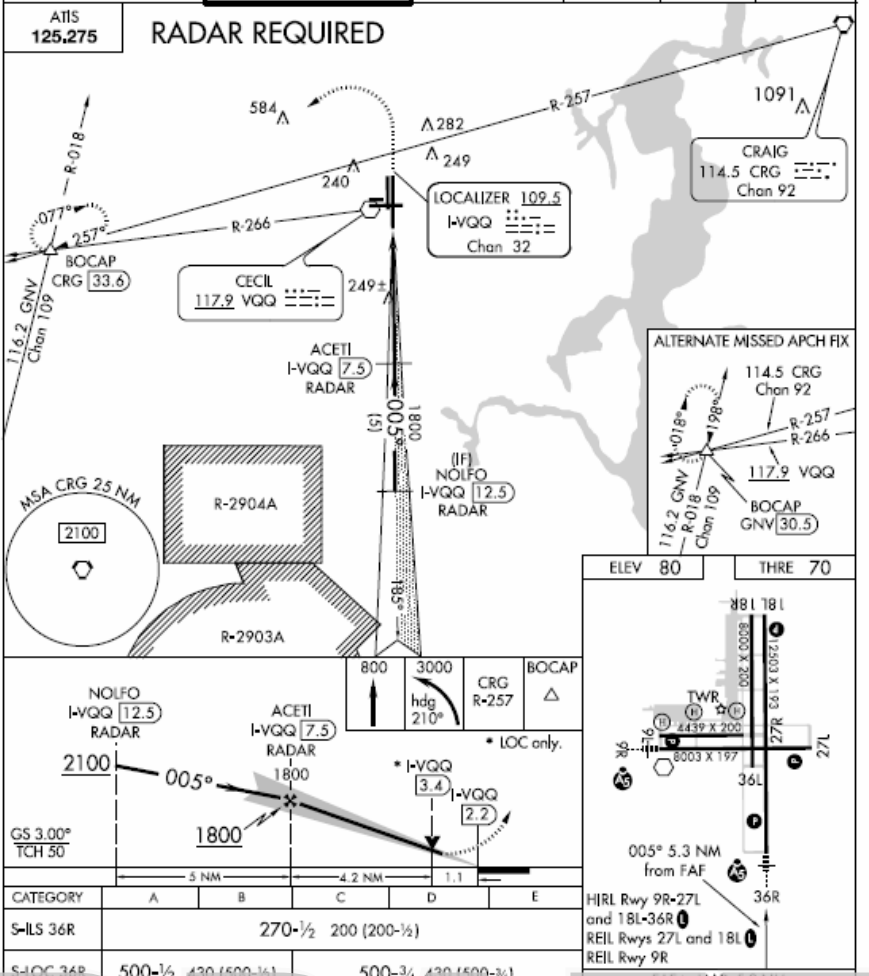
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 210° and CRG VORTAC R-257 to BOCAP INT/CRG 33.6 DME and hold.

JACKSONVILLE APP CON	CECIL TOWER*	GND CON	CLNC DEL	GCO	UNICOM
123.8 284.6	126.1 (CTAF) L 387.025	121.625 384.4	121.625	121.725	122.95

ATIS 125.275

RADAR REQUIRED



800	3000 hdg 210°	CRG R-257	BOCAP △

* LOC only.

CATEGORY	A	B	C	D	E
S-ILS 36R	270-½ 200 (200-½)				
S-LOC 36R	500-½ 430 (500-½)		500-¾ 430 (500-¾)		
CIRCLING	540-1 460 (500-1)		560-1½ 480 (500-1½)	640-2 560 (600-2)	

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

JACKSONVILLE, FLORIDA — JACKSONVILLE/ CECIL (VQQ)
Amdt 2 28JUL11 — 30°13'N-81°53'W — ILS or LOC RWY 36R

SE-3, 09 FEB 2012 to 08 MAR 2012

CQ Detachment BASH Procedures

***These procedures provide guidance and recommendations for aircrew to improve situational awareness. **They are not a substitute for good headwork.**

1. The following BASH Conditions will be set at the CQ det primary airfield and any airfield that is used during the detachment as a divert or FCLP's:

a. **BASH Low**. Sparse bird activity on and above the airfield (less than 5 large or 15 small) with a low probability of a hazard to aviation.

b. **BASH Moderate**. More than a fair possibility exists to hit a bird which warrants a higher degree of vigilance and modification to the airfield recovery operations. Moderate concentrations of birds (5 to 15 large or 15 to 30 small) observed in locations that represent a probable hazard to flying operations. Positive actions should be taken to disperse the concentrations of birds that are causing the hazard.

c. **BASH Severe**. High possibility exists to hit a bird which warrants a higher degree of vigilance and recognition. Mindset should be focused more on safe aircraft recovery than training sortie completion. Heavy concentrations of birds (more than 15 large or 30 small) on or immediately adjacent to the active runway, or in specific locations that present an immediate hazard to flight operations. Positive actions should be taken to disperse the concentrations of birds that are causing the hazard.

2. The BASH Condition can be upgraded/downgraded (i.e. – Low to Moderate, Moderate to Severe, Low to Severe) by pilots, ATC, RDO/LSO, and/or the BASH Team. The upgrade/downgrade determination will be based upon current environment, observations and recommendations from the above personnel. If a conflict exists, the most conservative condition applies. The det OIC shall be proactive in gathering information/observations to allow for downgrade of BASH condition. If no updates have been made available for 15 minutes, the det OIC can downgrade automatically after considering all information sources. BASH Severe can only be downgraded to BASH Low after positive observations/recommendations have been provided. In the event that observations/recommendations are not available to the det OIC, he/she may only downgrade BASH Severe to BASH Moderate.

a. ATC plays a pivotal role in communicating the current BASH condition to pilots as workload permits. Information about current BASH conditions at the primary airfield shall be shared between other airfields that are used during the detachment and the applicable approach facility. This should be done on a continuous basis to improve situational awareness for aircrew arriving or departing from one field and transitioning to the other.

b. The det OIC shall check the BASH condition for home field operations on a continuous basis and update aircrew of changing BASH conditions and any recommended changes.

c. All aircrew shall check the BASH condition using the AHAS website (www.usahas.com) for mission planning and inclusion in the pre-flight brief. If the AHAS website is unavailable, aircrew shall plan for the most restrictive condition previously used during mission planning, but not less than MODERATE.

For normal **airfield operations**, the following restrictions apply to respective BASH conditions:

LOW: Normal operations

MODERATE:
Departure sector:
- No section takeoffs. Interval takeoffs at the discretion of flight lead.
- Carrier breaks authorized if can break by midfield.
- If unable a midfield break, consider VFR straight-in recovery or 1100' break.

Arrival sector:
- No low initial. No carrier break.
- No section approaches.

Left or right pattern:
- Normal pattern altitudes and airspeeds in effect.
- Solo students must full stop if in affected pattern.
- For FCLPs, the LSO on station will determine if FCLP operations can continue.

SEVERE:
Departure sector:
- Takeoffs not authorized. No carrier breaks.
- 1100' breaks authorized if can break by midfield.
- If unable a midfield break, consider VFR straight-in recovery, PA or Oil Warning GCA if IFR.

Arrival sector:
- Consider entry via overhead PA, Downwind entry or an Oil Warning GCA if IFR or divert.
- For formation flight, it is at the flight lead's discretion to break up the flight and to coordinate an alternate recovery or to continue in formation depending on conditions.
- Alternate recovery options include, but are not limited to, runway change, downwind entry, etc.

SEVERE (CONTINUED):

Left or right pattern:

- Use opposite pattern.
- For FCLPs, the LSO on station will determine if FCLP operations can continue.

Field (sector cannot be isolated):

- Normal takeoffs and landings are not recommended.
- For FCLPs, the LSO on station will determine if FCLP operations can continue.

BINGO PROCEDURES

1. Memorize the 100 NM BINGO profile clean and dirty.
2. Clean up A/C and start heading west towards BINGO field.
3. Leadsafe will attempt to join on you. Remain on your profile and attempt to remain VFR.
4. Switch to CV departure and declare emergency.
5. Switch to SEALORD and declare emergency.
6. Put BINGO field tacan on the nose and SQUAWK 7700. Leadsafe will attempt to switch you to a tactical frequency on COMM 2. Comply with enroute portion of BINGO profile.
7. SEALORD will switch you to approach. Declare emergency and state your intentions. Comply with descent portion of BINGO profile.
8. Perform feet dry checks
9. Approach will switch you to tower. Enter via visual straight-in.
10. If not in a position to make a safe landing when you acquire the field, wave off and make another approach.
11. Complete your landing checklist
12. When safe on deck, call for taxi to transient line, shut down, and call CNATRA base.

Bingo Fuel Requirements

T-45 GOSHAWK SNA (Fuel in #'s x 1,000)

Distance	Clean	Dirty
20	.7	.8
30	.7	.9
40	.8	1.0
50	.9	1.1
60	.9	1.2
70	1.0	1.3
80	1.0	1.4
90	1.1	1.5
100	1.2	1.6
110	1.2	1.7
120 (SNA Max)	1.3	1.8
130	1.3	1.9
140	1.4	2.1
150	1.5	2.2

1. Fuel figures based on 550# reserve overhead BINGO field

2. Based on SEA LEVEL figures of 250 kts, using 5.8#/nm. BINGO A/C shall climb to altitude and follow NATOPS BINGO as closely as feasible.

3. Gear down fuel figures are for 1135 kts at SEA LEVEL, 10.3#/nm.

LOCAL DIVERT FIELD CHART

LOCAL DIVERT FIELD INFORMATION

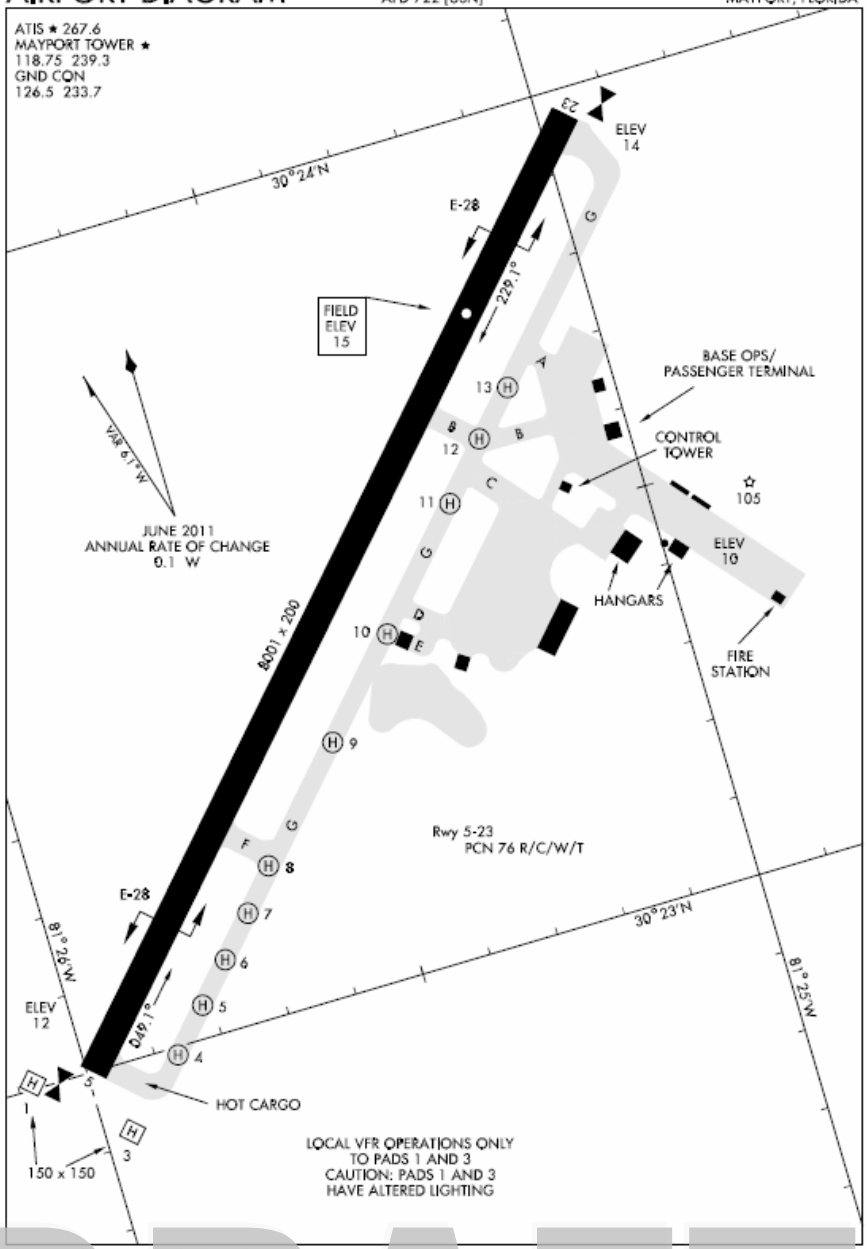
FIELD (ELEV)	FROM NIP	ID	TACAN	APP/TWR	A-GEAR
		NORTH			
MCAS Beaufort (38 ft)	025°/146 NM	NBC	42X	301.2/340.2	E-28
Dobbins AFB (1068 ft)	330°/385 NM	DOB	77X	268.7/370.875	E-28
Moody AFB (233 ft)	320°/90 NM	VAD	80X	285.6/257.625	BAK-12
Robins AFB (295 ft)	325°/175 NM	MCN	89X	279.6/320.1	BAK-9/12
Savannah INTL (50 ft)	013°/118 NM	SAV	106Y	387.1/257.8	BAK-14
Shaw AFB (242 ft)	020°/240 NM	SSC	38X	385.6/254.25	BAK-9/12
		WEST			
Tyndall AFB (18 ft)	265°/203 NM	PAM	124X	379.3/384.4	BAK-12
		SOUTH			
MacDill AFB (14 ft)	200°/151 NM	MCF	47X	354.0/294.7	BAK-12
Patrick AFB (9 ft)	155°/135 NM	COF	97X	281.425/269.375	NONE
		EAST			
NAS Mayport (17 ft)	060°/18 NM	NRB	51X	308.7/239.3	E-28

AIRPORT DIAGRAM

MAYPORT NS (ADM DAVID L. MCDONALD FLD) (KNRB)

AFD-722 [USN]

MAYPORT, FLORIDA



SE-3, 09 FEB 2012 to 08 MAR 2012

AIRPORT DIAGRAM

MAYPORT NS (ADM DAVID L. MCDONALD FLD) (KNRB)

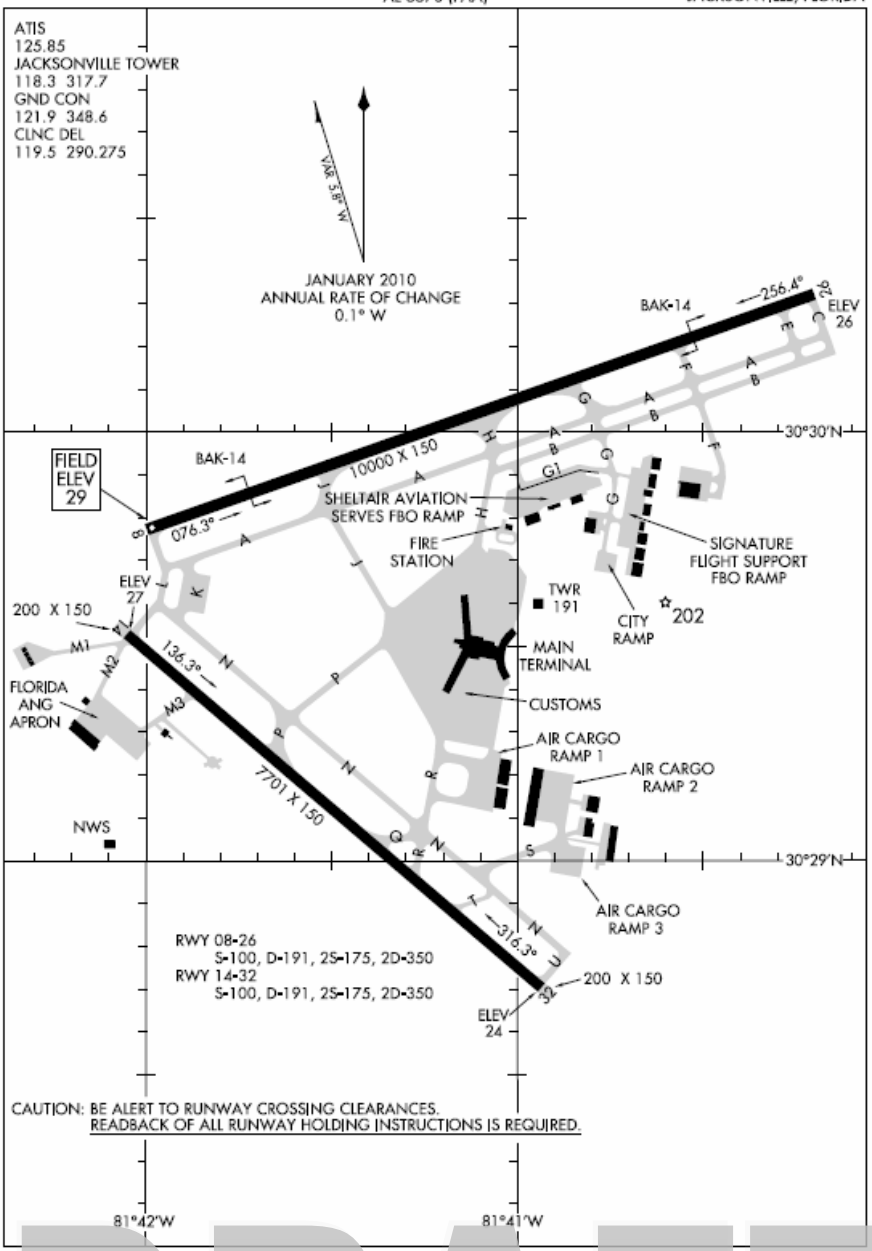
MAYPORT, FLORIDA

11349

AIRPORT DIAGRAM

AL-5570 (FAA)

JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA



SE

AIRPORT DIAGRAM
11349

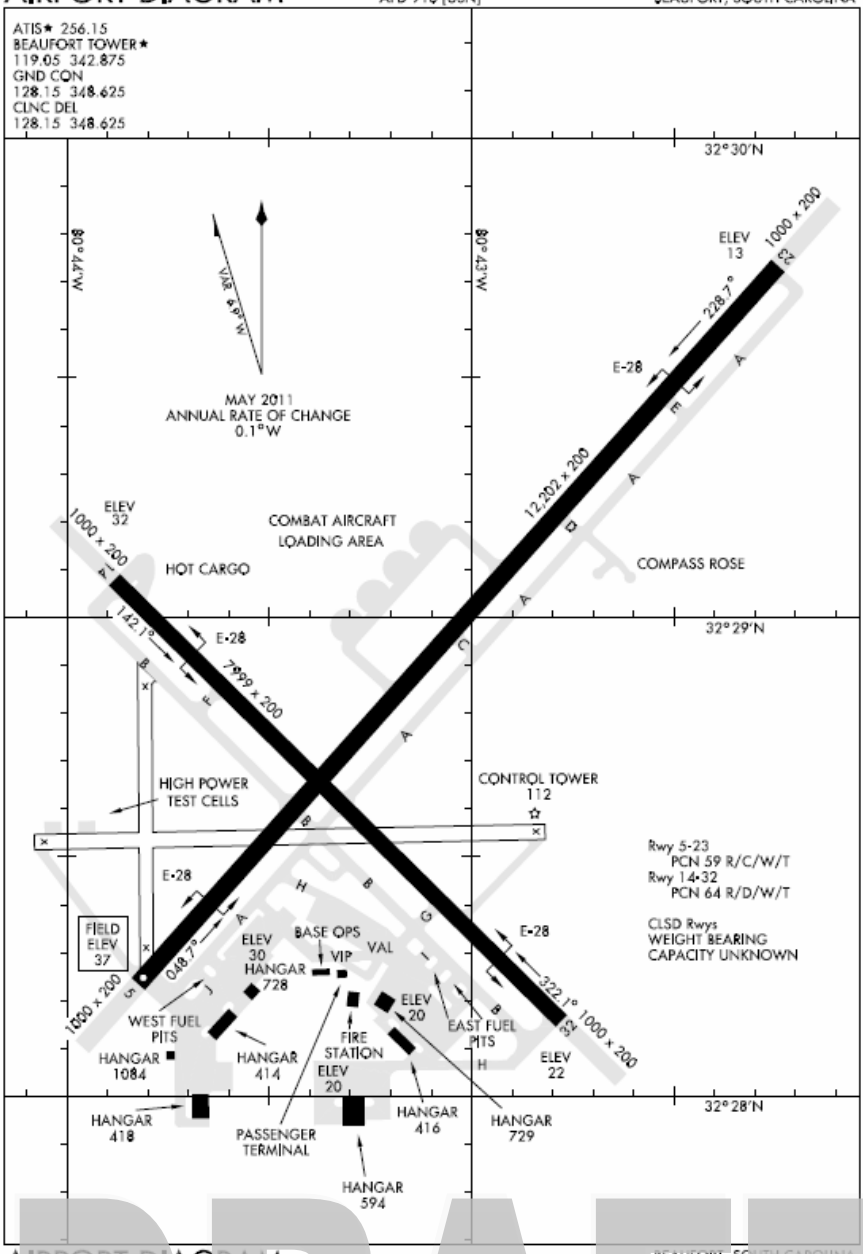
JACKSONVILLE, FLORIDA
JACKSONVILLE INTL (JAX)

AIRPORT DIAGRAM

BEAUFORT MCAS (MERRITT FIELD) (KNBC)

AFD-916 [USN]

BEAUFORT, SOUTH CAROLINA



SE-2, 09 FEB 2012 to 08 MAR 2012

AIRPORT DIAGRAM

BEAUFORT, SOUTH CAROLINA

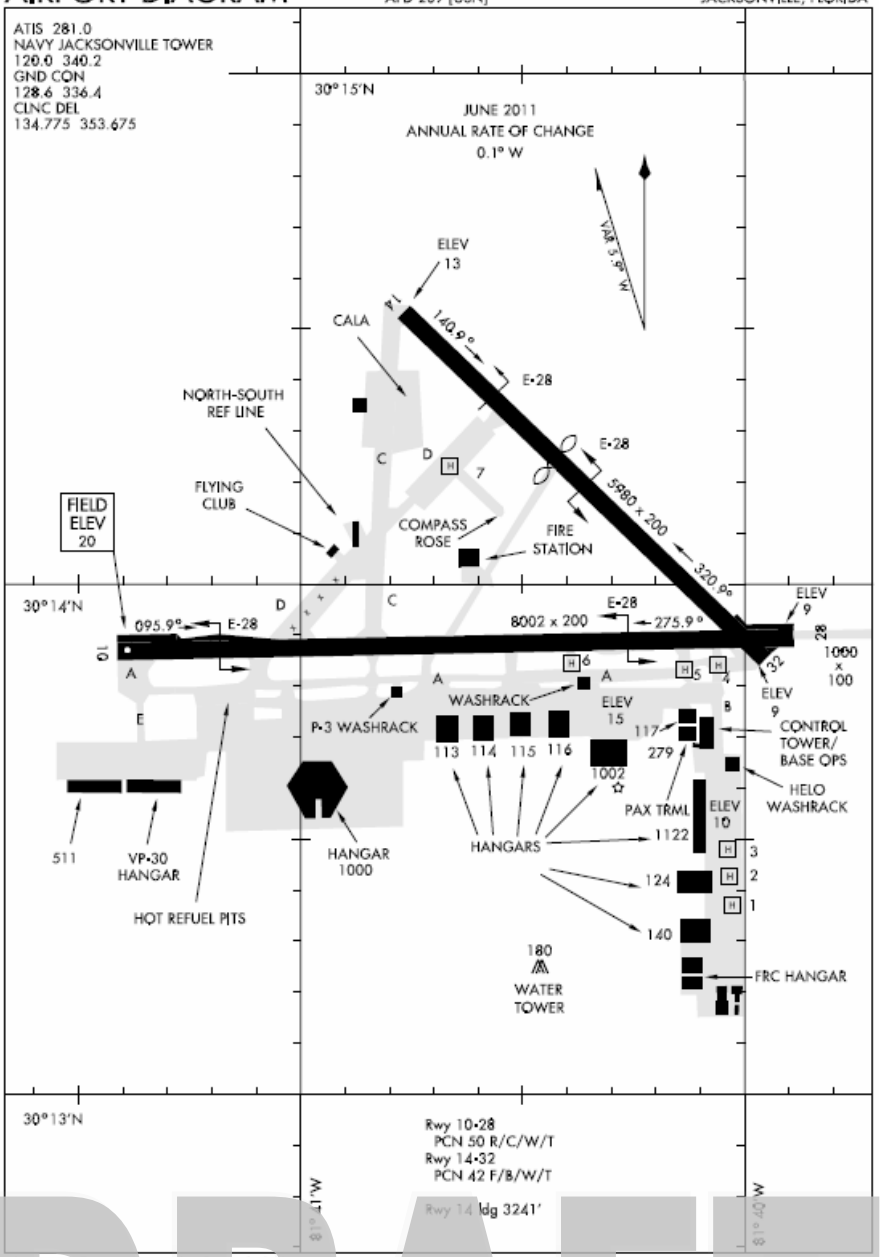
BEAUFORT MCAS (MERRITT FIELD) (KNBC)

AIRPORT DIAGRAM

JACKSONVILLE NAS (KNIP)

AFD-209 [USN]

JACKSONVILLE, FLORIDA



AIRPORT DIAGRAM

JACKSONVILLE, FLORIDA

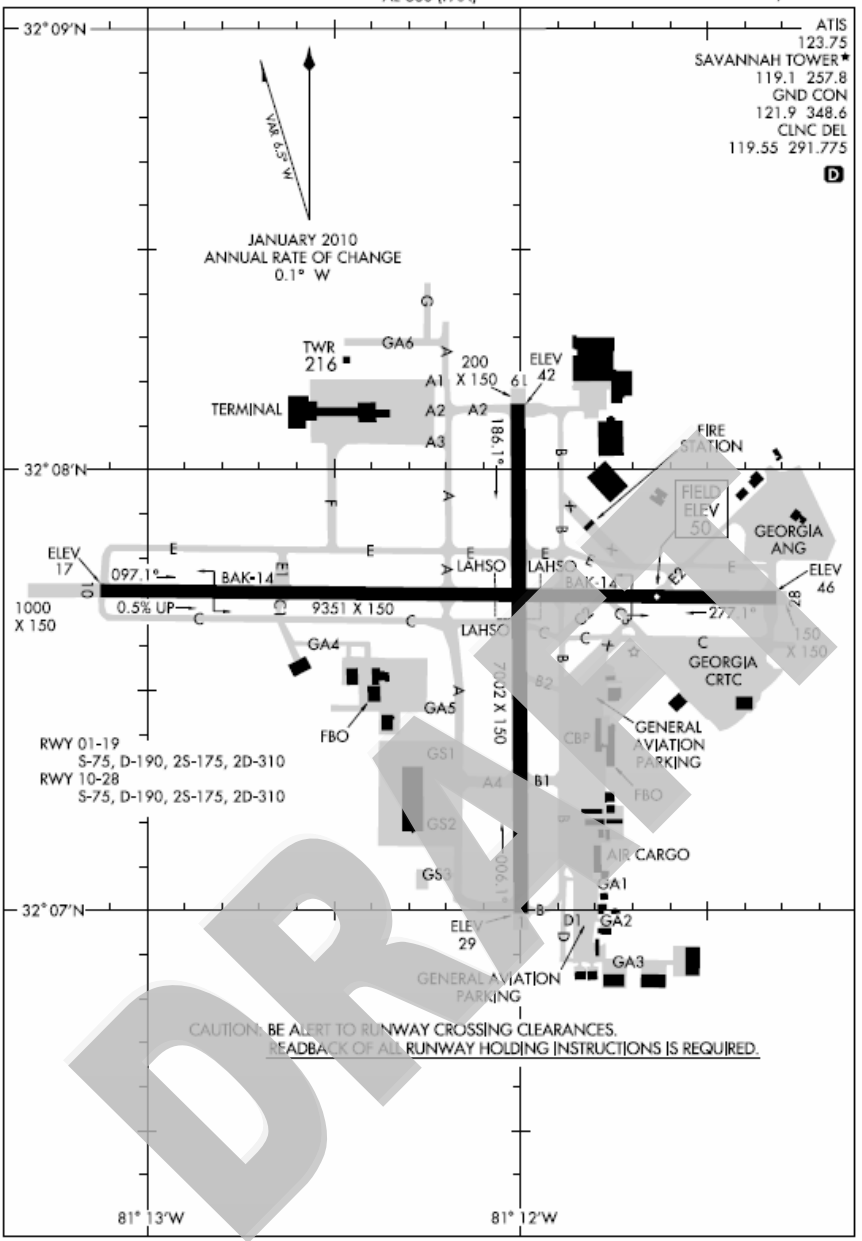
JACKSONVILLE NAS (KNIP)

SE-3, 09 FEB 2012 to 08 MAR 2012

AIRPORT DIAGRAM

AL-380 (FAA)

SAVANNAH/HILTON HEAD INTL (SAV)
SAVANNAH, GEORGIA



SE-4, 09 FEB 2012 to 08 MAR 2012

AIRPORT DIAGRAM

SAVANNAH, GEORGIA
SAVANNAH/HILTON HEAD INTL (SAV)

11125

FACSFAC NORTHERN OPAREAS

LAT/LONG

1.	32:42N	79:45W	11.	31:47N	78:46W	21.	30:36N	80:05W
2.	32:33N	79:17W	12.	31:47N	78:17W	22.	30:39N	79:08W
3.	32:20N	78:36W	13.	31:37N	80:41W	23.	30:41N	78:28W
4.	32:14N	78:13W	14.	31:26N	80:48W	24.	30:17N	81:00W
5.	32:32N	79:59W	15.	31:13N	79:50W	25.	30:15N	80:10W
6.	32:29N	80:10W	16.	31:13N	79:00W	26.	30:12N	79:17W
7.	32:20N	80:18W	17.	31:13N	78:23W	27.	30:10N	78:34W
8.	32:10N	79:27W	18.	31:12N	80:59W	28.	30:45N	80:32W
9.	32:00N	80:29W	19.	30:43N	80:56W	29.	30:45N	80:10W
10.	31:47N	79:36W	20.	30:33N	80:58W	30.	30:36N	80:11W
						31.	31:34N	80:33W

BEARING AND DME FROM NBC CH 42X

1.	079/51	9.	163/31	17.	127/141	25.	173/136
2.	091/73	10.	131/70	18.	195/79	26.	156/155
3.	099/108	11.	117/108	19.	191/106	27.	146/178
4.	101/128	12.	113/130	20.	191/116	28.	179/104
5.	090/37	13.	183/52	21.	168/117	29.	170/107
6.	094/28	14.	189/63	22.	148/137	30.	171/116
7.	117/23	15.	153/88	23.	137/159	31.	180/115
8.	111/67	16.	135/116	24.	191/132		

BEARING AND DME FROM NIP CH 19X

1.	037/178	9.	034/123	17.	074/181	25.	093/78
2.	045/186	10.	053/143	18.	035/68	26.	094/124
3.	055/204	11.	062/178	19.	057/48	27.	095/161
4.	060/216	12.	066/200	20.	067/41	28.	066/67
5.	036/163	13.	035/98	21.	079/85	29.	072/84
6.	034/156	14.	036/85	22.	081/134	30.	078/81
7.	033/145	15.	062/112	23.	084/170	31.	075/62
8.	048/164	16.	070/151	24.	089/35		

FACSFAC SOUTHERN OPAREAS

FACSFAC SOUTHERN OPAREAS

LAT/LONG

1. 30:33N 80:58W	9. 29:59N 81:02W	17. 29:40N 80:55W
2. 30:36N 80:05W	10. 29:45N 80:14W	18. 28:50N 80:29W
3. 30:39N 79:08W	11. 29:34N 79:31W	19. 28:50N 80:06W
4. 30:41N 78:28W	12. 29:34N 78:42W	20. 28:57N 79:43W
5. 30:17N 81:00W	13. 29:51N 81:01W	21. 29:14N 78:43W
6. 30:15N 80:10W	14. 29:22N 80:26W	22. 29:20N 79:50W
7. 30:12N 79:17W	15. N/A	23. 29:20N 79:40W
8. 30:10N 78:34W	16. N/A	24. 29:10N 79:40W
		25. 29:10N 79:50W

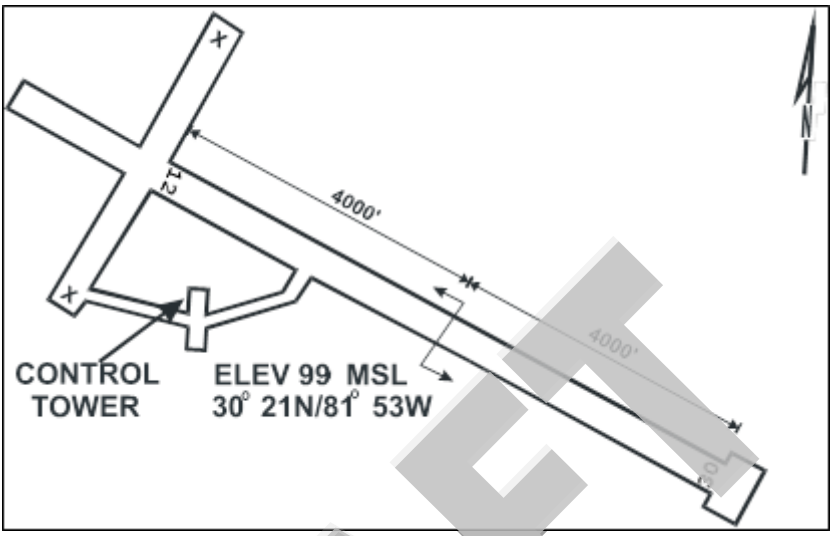
BEARING AND DME FROM NIP CH 19X

1. 067/41	7. 094/124	13. 127/42	19. 139/118
2. 079/85	8. 095/161	14. 132/83	20. 130/128
3. 079/121	9. 117/37	15. N/A	21. 114/166
4. 084/168	10. 115/80	16. N/A	22. 122/110
5. 089/35	11. 113/120	17. 134/52	23. 121/118
6. 093/78	12. 107/160	18. 147/105	24. 124/126
			25. 126/116

BEARING AND DME FROM OMN CH 73X

1. 005/75	7. 060/109	13. 009/33	19. 118/60
2. 034/94	8. 068/142	14. 084/36	20. 106/76
3. 051/131	9. 006/41	15. N/A	21. 091/125
4. 058/160	10. 060/53	16. N/A	22. 088/68
5. 006/59	11. 079/85	17. 025/24	23. 089/78
6. 041/75	12. 082/127	18. 130/43	24. 096/78
			25. 097/68

NOLF WHITEHOUSE (NEN) PROCEDURES



1. **GENERAL:**
   a. Scheduling must be accomplished through NAS Jax Base Ops Chief at DSN 942-2511/2515 or comm. (904) 542-2511/2515.

   b. Field elevation: 99' MSL. Coordinates: N 30° 21.0', W 081° 53.0'. There are no taxiways and there are no arresting gear at NEN.

2. **ARRIVALS:** VFR radar advisories are available from JAX approach on 377.05 or 123.8 if desired. With a reported ceiling of less than 1800 at NEN, aircraft shall execute a TACAN approach. Missed approach instructions will be assigned by JAX approach control. All FCLP operations shall be cancelled when the ceiling drops below 1000 or visibility less than 3 mi.

   a. **VFR from VQQ:** After takeoff from VQQ, make a left or right turnout to the west as directed by VQQ tower for flight join-up. Climb and maintain 1500' AGL. Switch to NEN tower when advised by VQQ tower. Remain south of the NIP R320 (CRG R290) to avoid JAX International airspace.

   b. **VFR FROM NIP:** After takeoff from NIP, make a left or right turnout to the west as directed by NIP tower for flight join-up. Climb and maintain 2500' AGL. Proceed to Pt. A (NIP 250/18) then Pt. B (NIP 290/17), then direct to the initial. Switch to NEN or VQQ tower when advised by NIP tower.

   c. **IFR from VQQ or NIP:** Fly appropriate coded route. Expect radar vectors to NEN from JAX departure control.

3. **TRAFFIC PATTERN:** Normal break altitude is 1100' MSL (1000' AGL) descending to 700' MSL (600' AGL) on the downwind. Carrier break altitude is 900' MSL (800' AGL) descending to 700' MSL (600' AGL) on downwind. All carrier breaks must be requested by the pilot and approved by tower, traffic permitting.

   a. **RWY 12:** Initial 3NM **west** at 1500' AGL. Descend to break altitude after crossing the initial. NEN tower will issue break clearance. Switch to LSO frequency once instructed by tower.

   b. **RWY 30:** Initial 3NM **south** at 1500' AGL. Overfly the field northbound at 1500' AGL. 2 NM north of NEN, turn eastbound and proceed to the numbers at 1000' AGL(800' AGL carrier break). NEN tower will issue break clearance. Switch to LSO frequency once instructed by tower.

4. **DEPARTURES:** After last touch-and-go, all aircraft shall contact NEN tower. NEN tower will issue abbreviated departure clearance for the appropriate coded route. VFR radar advisories are available from JAX approach on frequency 377.05 or 123.8.

   CAUTION: HERLONG AIRFIELD (UNCONTROLLED) 5 NM TO THE SOUTH-EAST. NUMEROUS CIVILIAN AIRCRAFT, GLIDERS, AND PARACHUTISTS OPERATE IN THE VICINITY OF HERLONG AIRFIELD

   a. **IFR departures:** After departure, turn left (both runways), heading 250, climb and maintain 2,000' AGL. Contact JAX departure on 377.05 or 123.8.

   b. **VFR to VQQ:** After departure, turn to heading 250, climb and maintain 2,500' AGL. Contact VQQ tower when instructed by NEN tower.

   c. **VFR to NIP:** After departure RWY 12, climb and maintain **3,500'** AGL fly runway heading, remain north of HEG field. Once clear of HEG, proceed direct to the initial for the runway in use at NIP. After departure RWY 30, climb and maintain **3,500'** AGL, turn right heading southeast, remain north of HEG field. Once clear of HEG, proceed direct to the initial for the runway in use at NIP. Contact NIP tower when instructed by NEN tower.

FIELD LSO CHECKLIST

Commencement of Operations

1. Determine status of arresting gear to all runways.
    a. Inquire about the amount of time to re-rig the arresting gear after its use.

2. Determine status of radio equipment:
    a. Check for proper operation/freqs set.
    b. Ensure a discrete LSO/GCA/TWR frequency is used.
    c. Inquire about of back-up radios in event of primary failure.

3. Determine status of LSO vehicle:
    a. Vehicle location / operability. Back-up vehicle?
    b. Are you driving or is someone driving you?
    c. Determine route to active/emergency runway. Be familiar with all local procedures. Recommend trial drive to waving spot. Inspect lens if installed.

4. Brief/review with tower personnel and ground support personnel T-45 procedures for recovering emergency aircraft:
    a. What requires trap/ what doesn't.
    b. Towing/taxi requirements and procedures.
    c. Status of ground towing equipment
    d. Pass your recall and location on the field to base personnel.

5. Determine weather conditions at the bingo field:
    a. Keep Beach OIC and ship (if able) informed as to the current and forecasted weather conditions.

WX MINS:

SNA – VFR (1000/3') and field accepting visual approaches.
IUT/Lead Safe – TACAN Mins (no less than circling mins)

6. After all above is completed, notify Beach OIC and ship (if able) that the divert LSO is on-station and ready to receive aircraft.
    a. Ensure Beach det and ship has your recall numbers. (cell and base ops number)

After recovery of aircraft

1. Notify Beach OIC and ship (if able) of aircraft safe on deck. Relay status of jet and student.
2. Determine if field remains suitable divert for CQ operations.
3. Determine plan for diverted student and lead safe.

Field LSO minimum equipment

1. Copy of airplan/schedule
2. NATOPS checklist
3. CNATRA portable radio
4. Recall numbers for Beach det and ship.

Blown Tire Recovery Ten Line Brief

1. CONFIRM BLOWN TIRE, FLAP SETTING (1/2), HOOK DOWN, FUEL WEIGHT, HYD 1 PRESS & ANTI-SKID OFF.

2. WINDS & RUNWAY. ENSURE XWIND ON GOOD TIRE SIDE. IF > 5 KTS ON BLOWN TIRE SIDE, A TAILWIND RECOVERY MAY BE PERFORMED.

3. ARRESTING GEAR / FRESNEL LENS LOCATION.

4. APPROACH / PATTERN.

5. LSO TALKDOWN / VOICE CALLS.

6. TOUCHDOWN PROCEDURES / IMPORTANCE OF RUDDER INPUT.

7. BOLTER.

8. WAVE-OFF.

9. ARRESTMENT ROLLOUT PROCEDURES.

10. LOSS OF CONTROL / EJECTION.